Gen. Bage Office, S.P.C.
JUL 26 1893
San Francisco, Ca.

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

5/8/93

TIME TABLE No. 4

FOR THE

SHASTA DIVISION.

To Take Effect Wednesday, July 26, 1893, at 9.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

JAS. AGLER,
Div. Superintendent.

SHASTA DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.

Second Class.	First Class.		DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 4, July 26, 1893. STATIONS.	DISTANCE FROM DUNSMUIR.	TOWARD SAN FRANCISCO.	
	First Class.	Second Class.				First Class.	Second Class.
31 — Through Freight. Daily.	17 — Redding Passenger. Daily.	15 — Oregon Express. Daily.				16 — Oregon Express. Daily.	18 — Redding Passenger. Daily	32 — Through Freight. Daily.
P M LV 8.00	A M LV 7.30	P M LV 7.00	0.00	SAN FRAN'CO 89.79	297.68	A M AR 9.45	P M AR 7.15	A M AR 5.00
A M LV 3.30	A M LV 10.30	P M LV 10.50	89.79	dn. SACRAMENTO 109.21	207.89	A M AR 5.40	P M AR 3.55	P M AR 6.50
P M AR 5.45	P M AR 4.00	A M AR 4.05	199.00	dn. RED BLUFF	98.68	P M LV 11.35	A M LV 10.30	A M LV 5.15
P M LV 7.30	P M LV 4.05	A M LV 4.15	199.00	dn. RED BLUFF W. 10.29	98.68	P M AR 11.25	A M AR 10.25	A M AR 2.45
8.15	s 4.30	f 4.41	209.29	Hooker 6.75	88.39	f 11.00	s 10.00	2.05
8.50	s 4.45	s 4.55	216.04	d. Cottonwood W. 6.70	81.64	s 10.43	s 9.45	1.25
9.25	s 4.58	s 5.11	222.74	d. Anderson 6.25	74.94	s 10.29	s 9.32	12.50
10.14	f 5.10	f 5.25	228.99	Girvan 4.89	68.69	**f 10.14**	f 9.20	12.15
10.40 / **11.40** A M	5.20 P M AR	s 5.37 / 5.42	233.88	dn. REDDING W. 2.73	63.80	s 10.03 / 9.58	9.10 A M LV	A M **11.40** / 11.08
12.05	s 5.49		236.61	d. Middle Creek 6.97	61.07	s 9.50		11.00
12.45	s 6.09		243.58	Copley W. 7.65	54.10	s 9.30		10.25
1.30	s 6.31		251.23	d. Kennet 4.54	46.45	s 9.06		9.47
1.55	f 6.44		255.77	Morley W. 3.65	41.91	f 8.52		9.22
2.15	f 6.55		259.42	Elmore 7.28	38.26	f 8.41		9.03
3.05	f 7.22		266.70	Smithson 5.66	30.98	f 8.20		8.26
3.45	s 7.43		272.36	d. Delta W. 3.22	25.32	s **8.02**		**8.02**
4.05	f 7.53		275.58	Slatonis 4.00	22.10	f 7.48		7.34
4.30	f 8.06		279.58	Gibson 3.33	18.10	f 7.34		7.13
4.50	f 8.18		282.91	Chromite 2.27	14.77	f 7.22		6.55
5.05	s 8.26		285.18	d. Sims W. 5.70	12.50	s 7.14		6.32
5.35	f 8.46		290.88	Castella 2.90	6.80	f 6.54		5.48
5.50	s 8.56		293.78	d. Castle Crag 2.30	3.90	s 6.45		5.30
6.50	f 9.04		296.08	Chestnut 1.60	1.60	f 6.38		5.13
7.00 A M AR	9.09 A M AR		297.68	dn. DUNSMUIR W.	0.00	6.33 P M LV		5.05 P M LV
Daily.	Daily.	Daily.				Daily.	Daily.	Daily.

SHASTA DIVISION: Dunsmuir and Ashland.

TIME TABLE No. 4, July 26, 1893.

FROM SAN FRANCISCO. Second Class.	FROM SAN FRANCISCO. First Class.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM ASHLAND.	TOWARD SAN FRANCISCO. First Class.	TOWARD SAN FRANCISCO. Second Class.
31 — Through Freight. Daily.	15 — Oregon Express. Daily.				16 — Oregon Express. Daily.	32 — Through Freight. Daily.
A M LV 8.00	A M LV 9.16	297.68	dn. DUNSMUIR W.	107.10	P M AR 6.26	P M AR 4.20
No Siding.	f No Siding	298.78	1.10 Upper Soda Spgs	106.00	f No Siding	No Siding.
8.17	s 9.31 / 9.36	300.93	2.15 Shasta Spgs	103.85	s 6.12 / 6.07	4.00
8.30	f 9.47	303.28	2.35 Cantara	101.50	f 5.58	3.45
9.00	s 10.04	306.98	d. 3.70 Mott	97.80	s 5.44	3.20
9.20	f 10.13	309.18	2.20 McCloud	95.60	f 5.35	2.50
10.15	s 10.22 / 10.47	312.38	d. 3.20 SISSON W.	92.40	s 5.26 / 5.01	2.10
11.07	s **11.07**	319.68	7.30 Black Butte Summit	85.10	f 4.41	1.15
11.27	s 11.15	321.48	1.80 Igerna	83.30	s 4.34	1.05
P M **12.15**	s **11.44** P M	329.18	d. 7.70 Edgewood W.	75.60	s 4.04	**12.15** P M / **11.44**
1.15	s 12.03	336.68	d. 7.50 Gazelle	68.10	s 3.43	11.10
1.45	f 12.20	344.88	8.20 Grenada	59.90	f 3.24	10.35
3.10	s 12.34	351.18	d. 6.30 MONTACUE W.	53.60	s **3.10**	10.10
3.35	f 12.46	356.48	5.30 Snowdon	48.30	f 2.56	9.30
4.10	s 1.00	361.68	d. 5.20 Ager	43.10	s 2.36	9.05
5.00	s 1.20 / 1.30	368.78	d. 7.10 Hornbrook W.	36.00	s 2.15 / 2.08	8.30 / 8.20
5.30	s **1.48**	373.18	4.40 Zuleka	31.60	s **1.48**	7.50
6.10	s 2.10	378.58	5.40 Coles	26.20	s 1.27	7.20
6.40	f 2.33	383.18	4.60 Gregory	21.60	f 1.03	6.45
No Siding.	f No Siding	384.78	1.60 Colestin	20.00	f No Siding.	No Siding.
7.15	s 2.56	387.78	3.00 d. Siskiyou	17.00	s 12.41 P M	6.10
8.15	f 3.31	395.08	7.30 Steinman W.	9.70	f 11.58	5.15
9.00	f 3.55	400.08	5 00 Clawson	4.70	f 11.27	4.40
9.30 P M AR	4.10 P M AR	404.78	4.70 dn. ASHLAND W.	0.00	11.10 A M LV	4.20 A M LV
10.10 P M LV	4.40 P M LV	404.78	ASHLAND 341.41	341.41	10.40 A M AR	4.30 P M AR
5.10 A M AR	7.35 A M AR	745.55	PORTLAND	0.00	7.00 P M LV	2.00 A M LV
Daily.	Daily.				Daily.	Daily.

SPECIAL RULES.

Dunsmuir will be terminal station for all trains.

All trains must procure either orders or clearance cards before leaving their terminal stations.

Trains or light engines between Snowdon and Ashland must reduce their speed to four miles per hour crossing bridges and trestle work.

When trains of same class meet on heavy grade where there is a derailing switch in the passing track, the train going up grade will take siding.

Freight trains will carry no passengers but employees going to or from their work, except as provided in Rule 242.

Nos. 17 and 18 will stop on signal at Buckeye and Anderson Brickyard.

Nos. 15 and 16 will stop at Klamathon.

Beside those indicated on the time table there are water tanks three-quarters of a mile north of Cantara, one mile north of Coles, and one mile south of Siskiyou.

Registering stations: Red Bluff, Redding, Dunsmuir, Hornbrook, Ashland. Standard clocks are located at these places.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.